

Please amend the remaining claims as follows:

1. (Amended) A piste-maintenance tracklaying vehicle [(1)] comprising a vehicle control unit and an internal combustion engine [(2)] which is drivingly connected[, preferably] via a gear [(3, 13, 14),] to a drive sprocket [(4)] of [each] at least one track [(5)], and accessory drives [(6)] for additional devices [(7, 8, 9)] that are mountable on said tracklaying vehicle [(1)], [such as rotary snow plow, front snow plow, or the like,] and/or for vehicle components [(15, 16, 17)], such as a tilting device for a platform and driver's cab or track tensioner, [characterized in that said] with an internal combustion engine [(2)] is being connected via a generator [(10)] and at least one electric motor [(11, 12)] and [possibly] a gear [(13, 14)] to each drive sprocket [(4)], and in overrun mode [said] an electric motor [(11, 12)] is being switchable as a current generator for accessory drives [(6)] designed as electrohydraulic or electric drives [(18, 19)], wherein at least said electric drive [(19)] for a shaft of said [rotary snow plow being] additional device is electrically synchronized with the electric motor [(11, 12)] of said drive sprocket [(4)] through the vehicle control unit.

2. (Amended) The tracklaying vehicle according to claim 1, [characterized in that] wherein each drive sprocket [(4)] is drivingly connected to a separate electric motor [(11, 12)].

3. (Amended) The tracklaying vehicle according to claim 1[ or 2, characterized in that] wherein [a] the planetary gear [(13, 14)] is arranged between the electric motor [(11, 12)] and the drive sprocket [(4)], and a steering gear (3) is arranged in the case of only one electric motor (11, 12) for the drive sprocket (4) of both tracks (5)].

1 5. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 1, wherein said tracklaying vehicle [(1)] is designed with an energy  
3 buffer [(20) which can be] fed by said generator [(10)] or by said electric motor [(11, 12)] which  
4 operates as a generator.

1 6. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 1, wherein said tracklaying vehicle [(1)] further comprises an  
3 electronic high-performance means [(21)] for controlling travel engines or motors [(2, 11, 12)]  
4 and/or accessory drives [(6)].

1 7. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 1, wherein said internal combustion engine [(2)] comprises an  
3 electronic engine control.

1 9. (Amended) The tracklaying vehicle according to [any one of the preceding claims,  
2 characterized in that] claim 6, wherein said electronic high-performance means [(21)] is centrally  
3 arranged in said tracklaying vehicle [(1)] for distributing energy to all consumers [(6 to 9, 11, 12,  
4 15 to 24)] and for energy feedback.

1 10. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 1, wherein all components [(2, 3, 6 to 12, 15 to 25)] of said  
3 tracklaying vehicle are composed in the manner of modules.

1 17. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 6, wherein a heating means of said tracklaying vehicle [(1)] is fed with

3 waste feed from the motors [(11, 12)] of the hydraulic system [(18)] and/or said electronic high-  
4 performance means [(21)].

1 18. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 6, wherein said tracklaying vehicle [(1)] comprises at least one setpoint  
3 transmitter for at least the desired traveling speed.

1 19. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 18, wherein said electronic high-performance means [(21)] or [said] a  
3 vehicle control unit, respectively, is connected to said setpoint transmitter and comprises an  
4 electronic evaluation means at least for determining consumption-optimum speeds for said internal  
5 combustion engine [(2)].

1 22. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 18, wherein said setpoint transmitter is designed as an accelerator for  
3 controlling speed and for braking purposes.

1 23. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 18, wherein [the] a predetermined setpoint is a setpoint of the electric  
3 motor speed.

1 24. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 23, wherein the setpoint is convertible by the electronic means into a  
3 speed which is predetermined for said internal combustion engine.

1           25. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 6, wherein said electronic means comprises a characteristics control  
3 [unto] for determining the consumption-optimum speed.

1           26. (Amended) The tracklaying vehicle according to [at least one of the preceding claims,  
2 characterized in that] claim 1, wherein said vehicle has a safety logic for starting and stopping  
3 purposes, said logic sensing at least the position of a traveling direction switch, the actuation of  
4 said accelerator and of said parking brake.

Please add the following new claims:

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1           28. The tracklaying vehicle according to claim 1, wherein the additional device may be  
2 selected from a rotary snow plow or a front snow blower.

1           29. The tracklaying vehicle according to claim 1, wherein said vehicle has one electric  
2 motor such that a steering gear is arranged for the drive sprocket of each track.